

IN THE CLAIMS:

Cancel claims 1-4.

Add the following new claims:

5. (new) A hydraulic dashpot for motor vehicles, comprising: a primary piston and a cylinder charged with shock absorption fluid; a piston rod with a lower end mounting said primary piston, said primary piston partitioning said cylinder into two chambers, said piston rod traveling axially into and out of said cylinder; said primary piston having breaches; shock-absorption valves for varying the cross-section of said breaches; a bypass system having at least two mutually dependently-controlled bypasses between said two chambers; said bypass system being closeable and openable by various extents by controls in form of a slide having a flow-control breach, and traveling back and forth across at least two bypasses extending adjacent through said slide; each bypass having a separate breach; and a secondary piston hydraulically received in one of said bypasses.
6. (new) A hydraulic dashpot as defined in claim 5, wherein at least two bypasses are openable and closeable sequentially.
7. (new) A hydraulic dashpot as defined in claim 5, wherein at least two bypasses are openable and closeable mutually discontinuously.
8. (new) A dashpot as defined in claim 5, wherein at least two bypasses have different cross-sections.
9. (new) A dashpot as defined in claim 5, wherein said secondary piston has a bore communicating with a beaker-shaped hollow space receiving also said secondary piston and opening

into an outlet communicating into one of said chambers through a port.

10. (new) A dashpot as defined in claim 9, wherein said slide is transverse to said outlet; and magnetic means for moving said slide back and forth.

11. (new) A dashpot as defined in claim 9, including a further bore extending above and parallel said outlet.

12. (new) A dashpot as defined in claim 11, wherein another of said bypasses is formed by said bore and said beaker-shaped hollow space and said outlet; and another secondary piston in said another bypass and having damping valves whereby said another bypass has damping characteristics.

13. (new) A dashpot as defined in claim 5, wherein fluid flow can occur between said chambers under substantially slow motion of said primary piston.

14. (new) A dashpot as defined in claim 12, wherein said other bypass has a bypass connection between said two chambers, said two chambers having damping characteristics, said damping valves in said other secondary piston having passive damping characteristics.

15. (new) A hydraulic dashpot for motor vehicles, comprising: a primary piston and a cylinder charged with shock absorption fluid; a piston rod with a lower end mounting said primary piston, said primary piston partitioning said cylinder into two chambers, said piston rod traveling axially into and out of said cylinder; said primary piston having breaches; shock-absorption valves for varying the cross-section of said breaches; a bypass system having at least two mutually

dependently-controlled bypasses between said two chambers; said bypass system being closeable and openable by various extents by controls in form of a slide having a flow-control breach, and traveling back and forth across at least two bypasses extending adjacent through said slide; each bypass having a separate breach; and a secondary piston hydraulically received in one of said bypasses; at least two bypasses being openable and closeable sequentially; at least two bypasses having different cross-sections; said secondary piston having a bore communicating with a beaker-shaped hollow space receiving also said secondary piston and opening into an outlet communicating into one of said chambers through a port; said slide being transverse to said outlet; magnetic means for moving said slide back and forth; a further bore extending above and parallel said outlet; another of said bypasses being formed by said bore and said beaker-shaped hollow space and said outlet; and another secondary piston in said another bypass and having damping valves whereby said another bypass has damping characteristics; fluid flow occurring between said chambers under substantially slow motion of said primary piston; said other bypass having a bypass connection between said two chambers, said two chambers having damping characteristics, said damping valves in said other secondary piston having passive damping characteristics.